

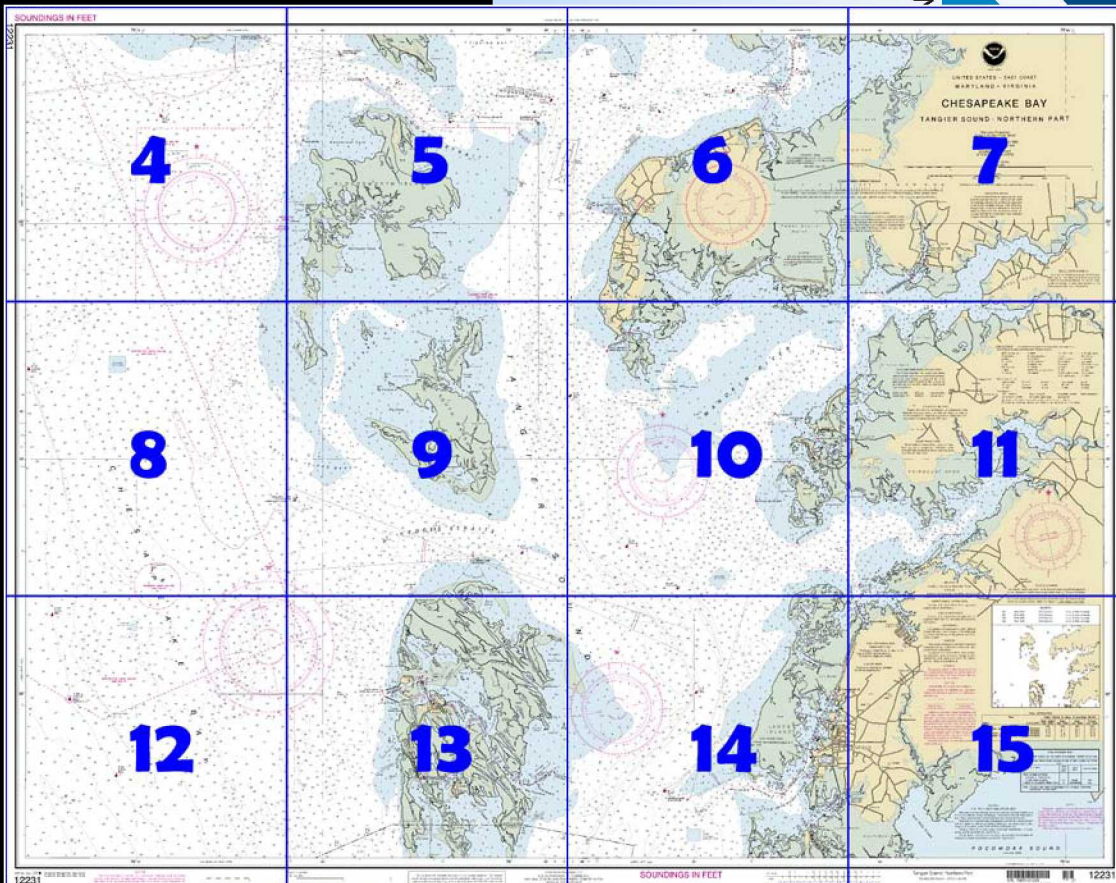
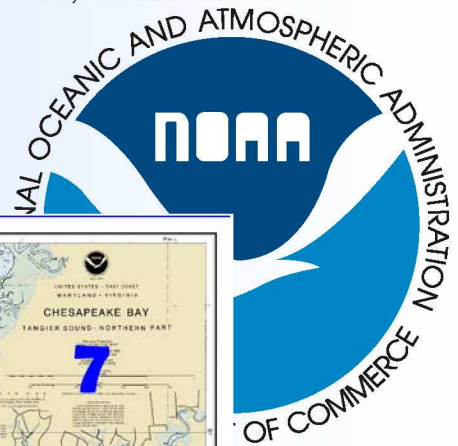
# BookletChart<sup>TM</sup>

## Chesapeake Bay Tangier Sound - Northern Part (NOAA Chart 12231)

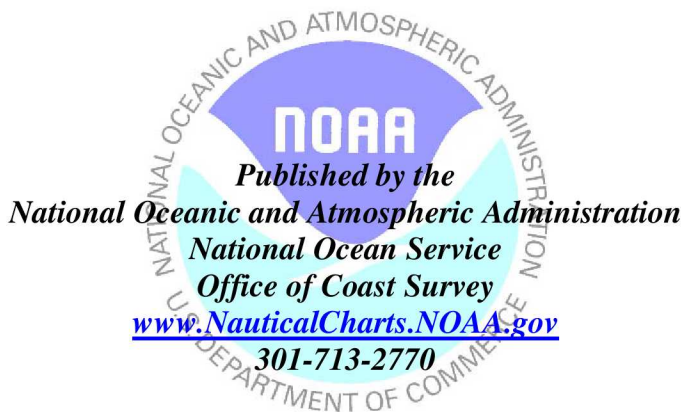


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

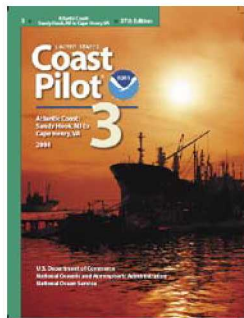
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 3, Chapter 14 excerpts]**

(64) **Smith Island.** Gasoline and diesel fuel are available at Ewell and diesel fuel at Rhodes Point; supplies can be obtained at the villages.

(65) A marked 5-mile channel extends from Tangier Sound through **Big Thorofare** to Ewell, thence in **Levering Creek** and again through Big Thorofare to Chesapeake Bay. In 1991, the midchannel depth was 3½ feet from Tangier Sound to Tyler Ditch, thence 4 feet to Ewell, thence 5 feet from Ewell to

Light 15, thence 5½ feet to Chesapeake Bay.

(67) A marked channel leads from Big Thorofare through **Tyler Ditch** to Tylerton. In 1995, the midchannel depth was 3½ feet in the dredged section, thence 4 feet to Tylerton.

(68) Another marked dredged channel from Tylerton to Rhodes Point had a depth of 6 feet. The depth in the southern approach is 4 feet.

(69) **Sheep Pen Gut** leads to Rhodes Point. A channel marked by daybeacons leads through the gut. In 1995, the depth was 4½ feet. Other thorofares with depths less than 3 feet lead from the interior of Smith Island to Chesapeake Bay.

(5) **Holland Straits** should not be used without local knowledge. Bloodsworth Island is in a **danger zone** for naval firing and bombing. A **prohibited area** in the danger zone and with a radius of 0.5 mile is off the western side of the island.

(76) **Okahanikan Point Light** (38°11.7'N., 76°05.6'W.), 85 feet above the water, is shown from an observation tower off the northwest side of Bloodsworth Island.

(77) **Hooper Strait** is the northerly route from Chesapeake Bay to Tangier Sound.

(78) The channel through Hooper Strait had a depth of 12 feet. The shoals on each side are well marked. **Hooper Strait Light** (38°13.6'N., 76°04.5'W.), 41 feet above the water, is shown from a skeleton tower with a black and white diamond-shaped daymark in depths of 9 feet midway along the north side of the channel.

(79) **Sharkfin Shoal Light** (38°12.1'N., 75°59.2'W.), 44 feet above the water, is shown from a skeleton tower with a black and white diamond-shaped daymark in depths of 7 feet on the south side of the approach from the main channel in Tangier Sound.

(81) The current velocity is 1.5 knots and floods eastward through Hooper Strait.

(84) The entrance to Crisfield is through the dredged channel of Little Annesmessex River; the depth was 8½ feet (10 feet at midchannel) from Daybeacon 8 to 0.2 mile below the junction with the channel to Hop Point; thence 6½ feet in the west half and 4½ feet in the east half of the channel from Hop Point Channel to Daugherty Creek Canal. The channel to the wharves at **Hop Point** had a depth of 8 feet to below Daybeacon 1, thence shoaling to 3½ feet. Depths of 4 to 7 feet were off the wharves at Hop Point. **Brick Kiln Channel** had depths of 3½ feet (6½ feet at midchannel) and 7 feet in the basin.

(86) **Broad Creek.** In 1994, the depth was 2½ feet (3½ feet at midchannel). The approach from Big Annesmessex River is through marked **Daugherty Creek** and **Daugherty Creek Canal**; in 1995, the depth was 4 feet. A 1-foot spot is off Daugherty Creek Light 5. The tidal current velocity is 1.3 knots.

(88) **Jenkins Creek.** Depths of 3 feet can be carried 0.5 mile above the mouth, thence 2 feet for 0.5 mile farther to the highway bridge with a clearance of 6 feet.

(89) **Crisfield.** The harbor is 2 to 6 feet deep.

(91) The Crisfield waterfront is built up with wharves and piers which are open to the public on equal terms.

(92) **Somers Cove** had depths of 8½ feet in the entrance and 9 feet in the basin. A full service marina is on the north. A Coast Guard station is on the south.

(94) **Big Annesmessex River** has depths of 8 feet for 4 miles, thence 5 feet for 1 mile, and thence 3 feet for 1 mile.

(95) **Jones Creek** has depths of 2 feet for 1.5 miles above the mouth. The channel is narrow and crooked; daybeacons and a buoy mark the channel.

(96) **Colbourn Creek** has depths of 4 feet for 0.7 mile, thence 2 feet for 0.5 mile. Excellent storm anchorage with good holding ground is available in depths of 5 feet in midstream 0.3 mile above the entrance.

(97) **Manokin River.** The entrance is obstructed by numerous shoals.

(98) The channel of **Manokin River** favors the southeast shore. The channel has depths of 9 feet to abeam of **St. Pierre Island** thence 6 feet to within 0.5 mile of **Locust Point** and thence 1 foot to **Princess Anne**.

(100) **Goose Creek.** A channel marked by lights and daybeacons leads to **Rumbley**. In 1995, the depth was 2 feet. Berths, gasoline, diesel fuel, and marine supplies are available.

(102) A marked channel, 21 miles north of Tangier Sound Light, leads through **Lower Thorofare** between **Little Deal Island** and **Deal Island** to a mooring basin at **Wenona**. The depth was 2 feet. Gasoline, diesel fuel and supplies can be obtained.

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

# SOUNDINGS IN FEET

12231

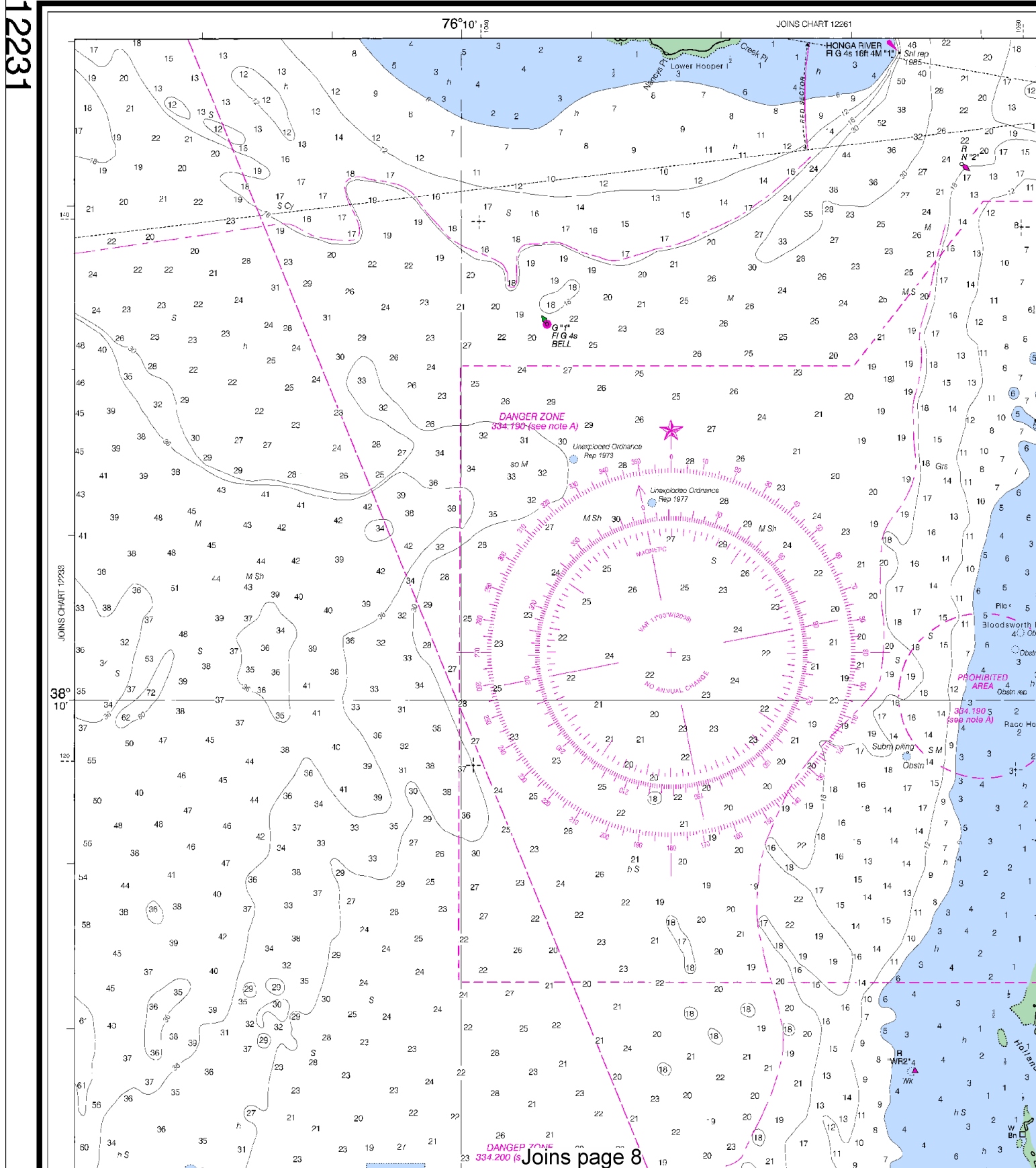
4



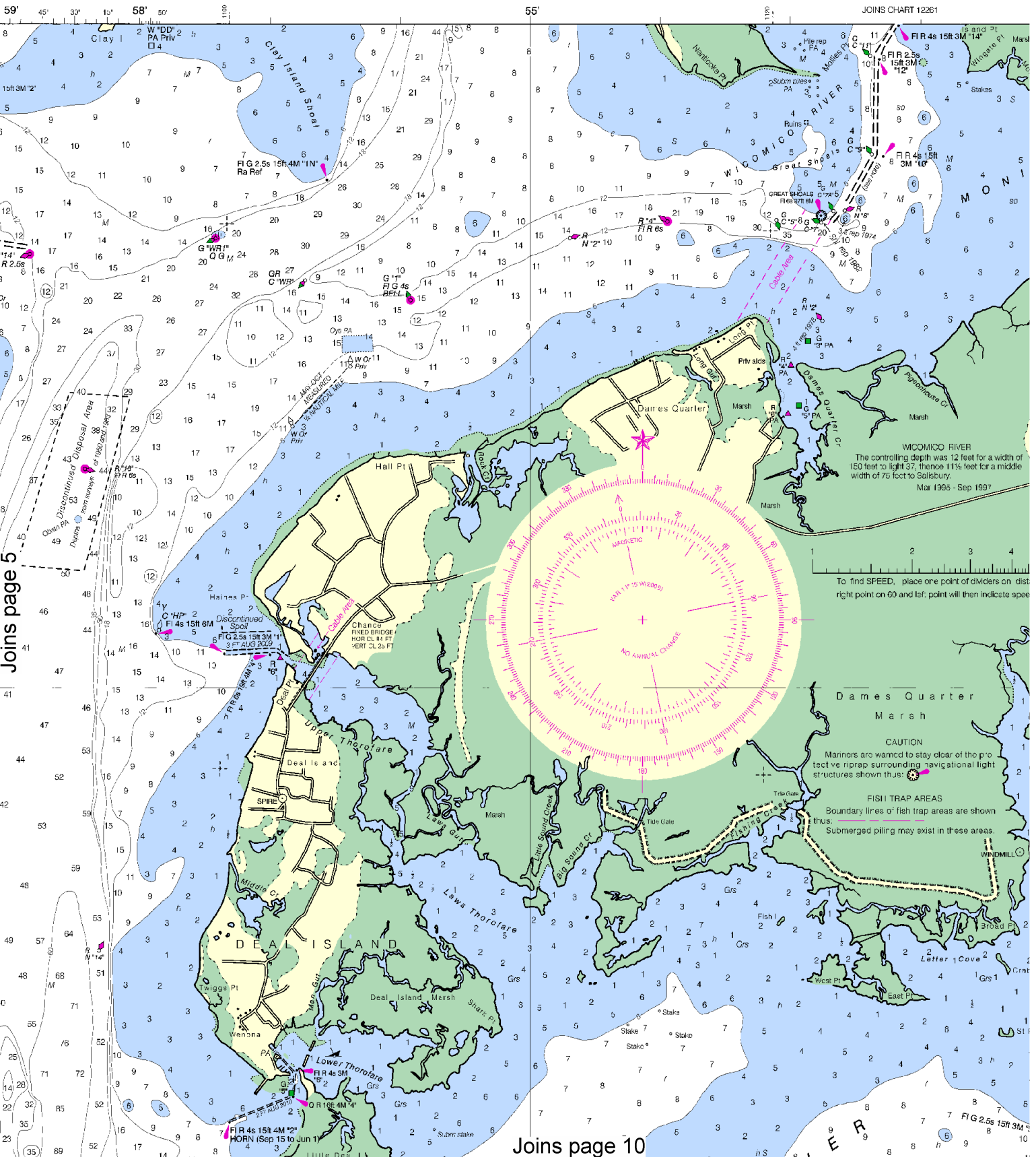
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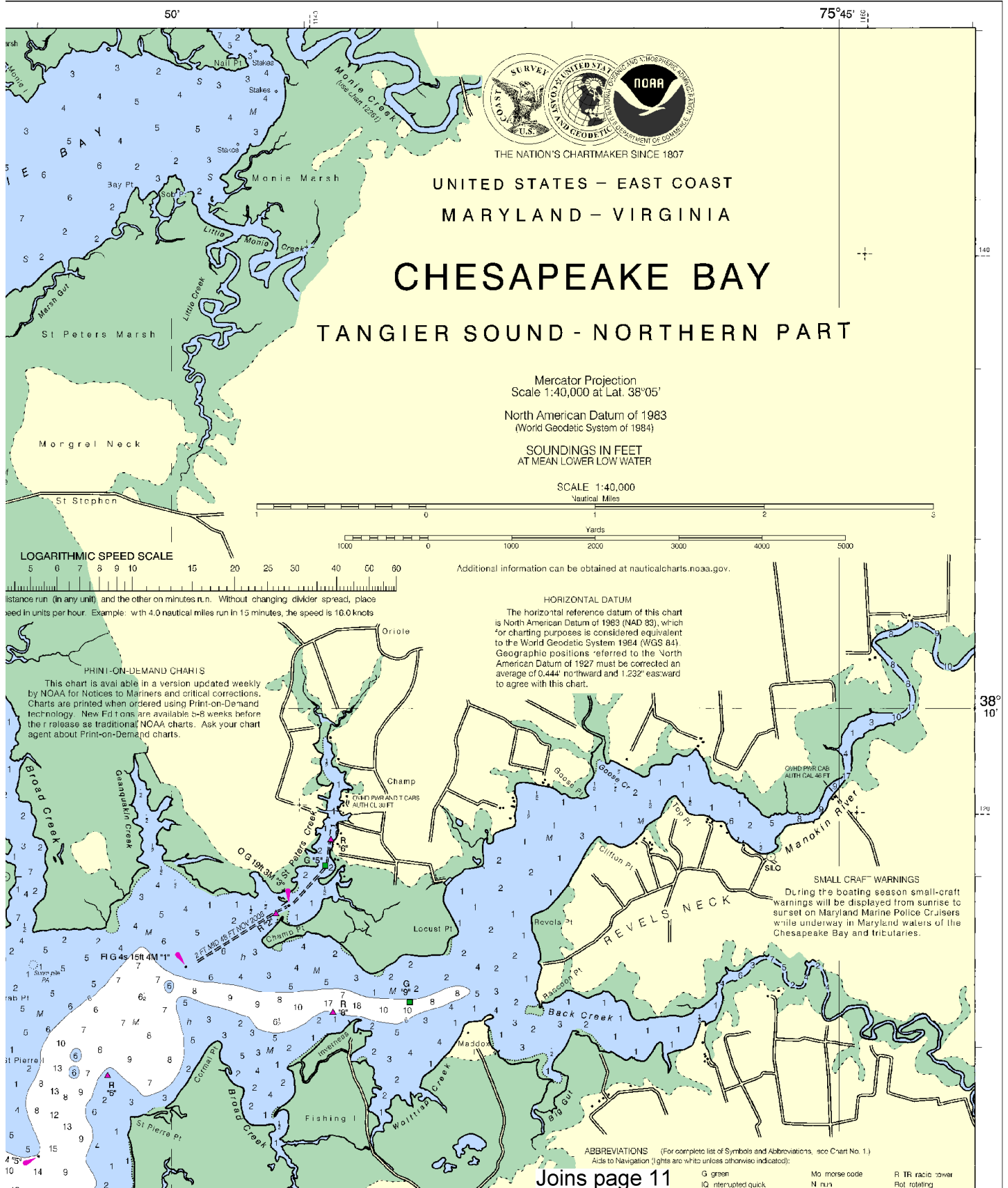
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



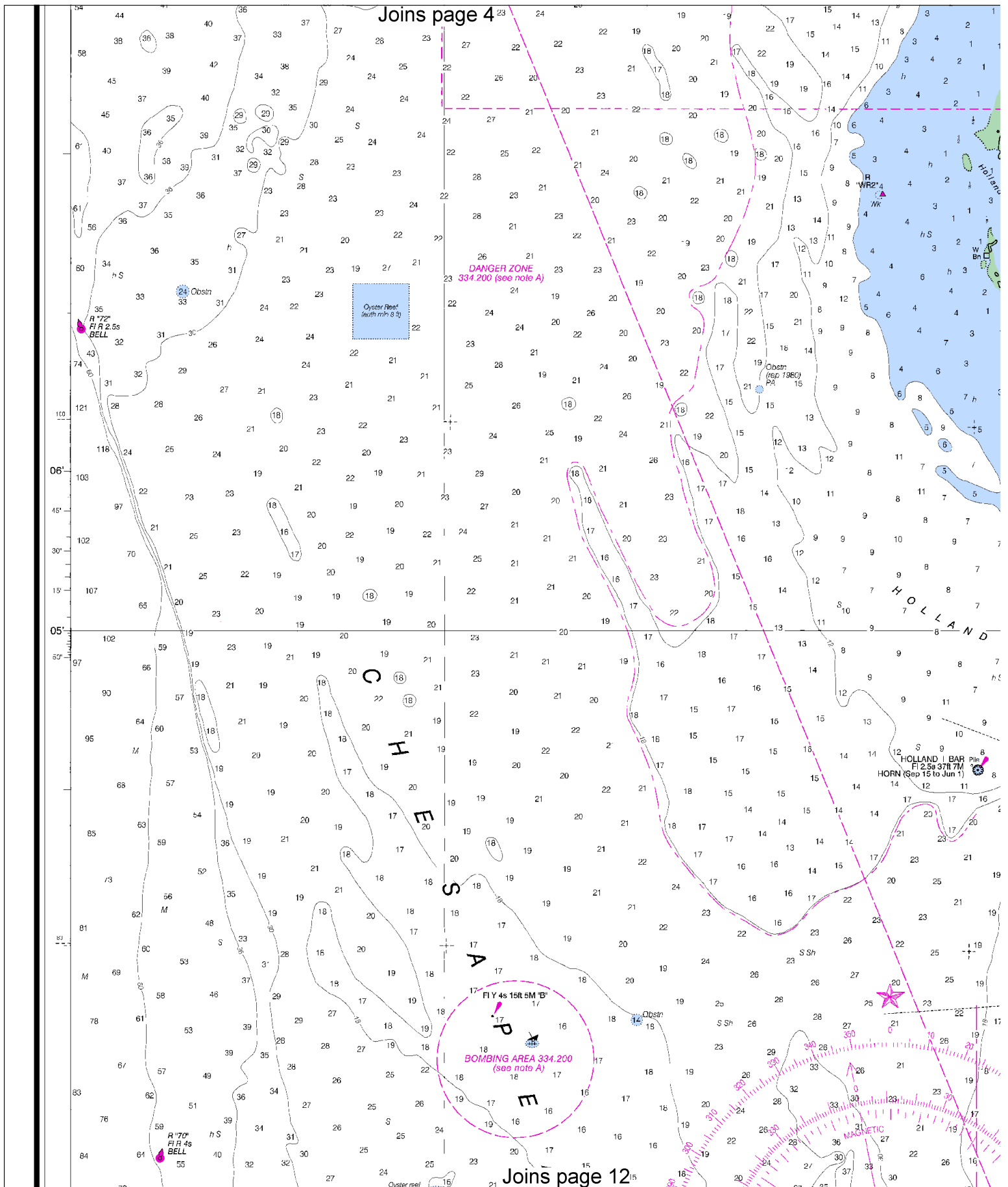
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,  
NGA Weekly Notice to Mariners: 0711 2/12/2011,  
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



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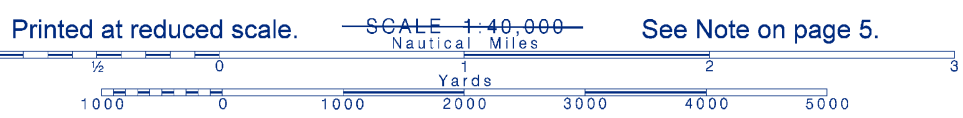
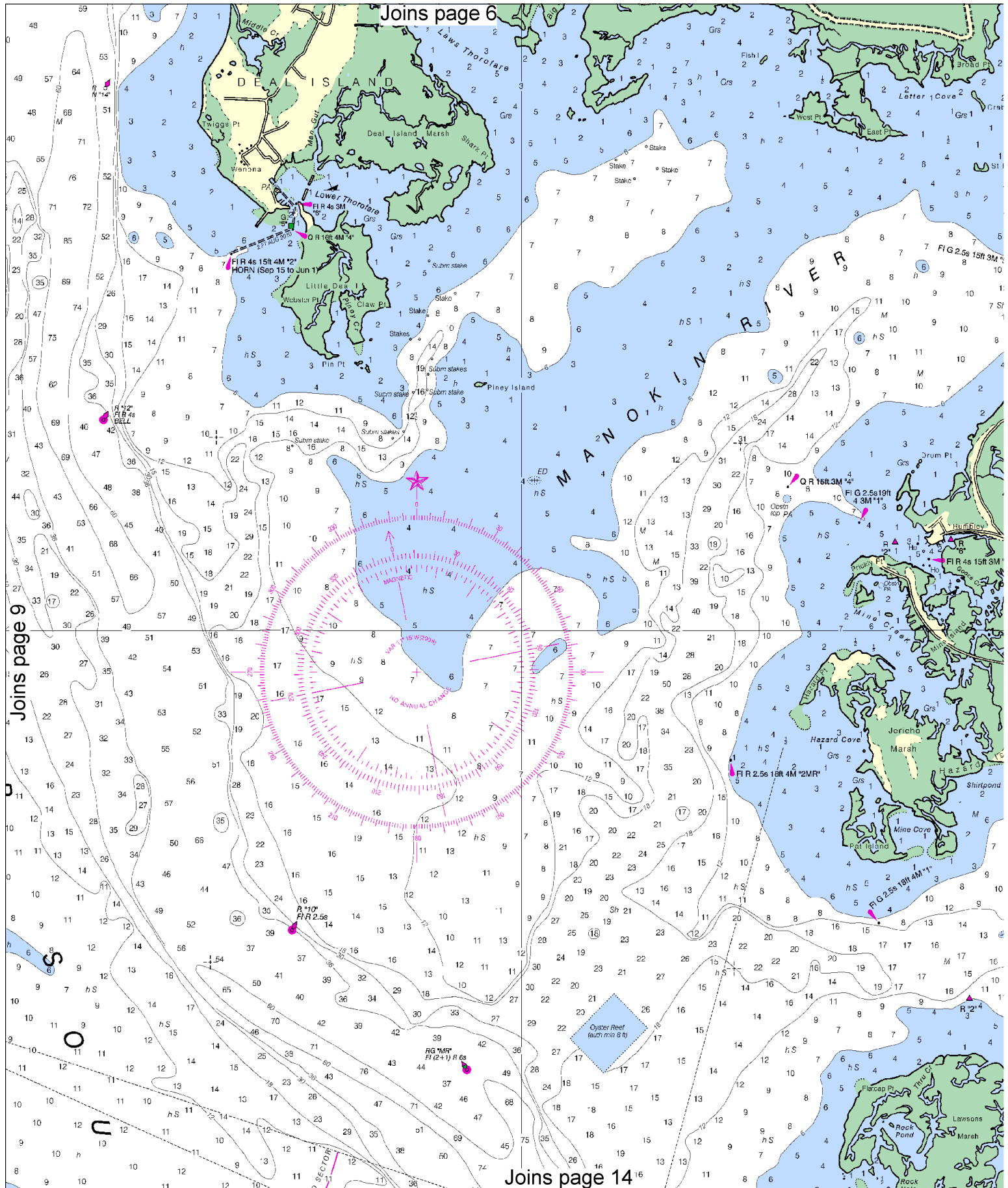
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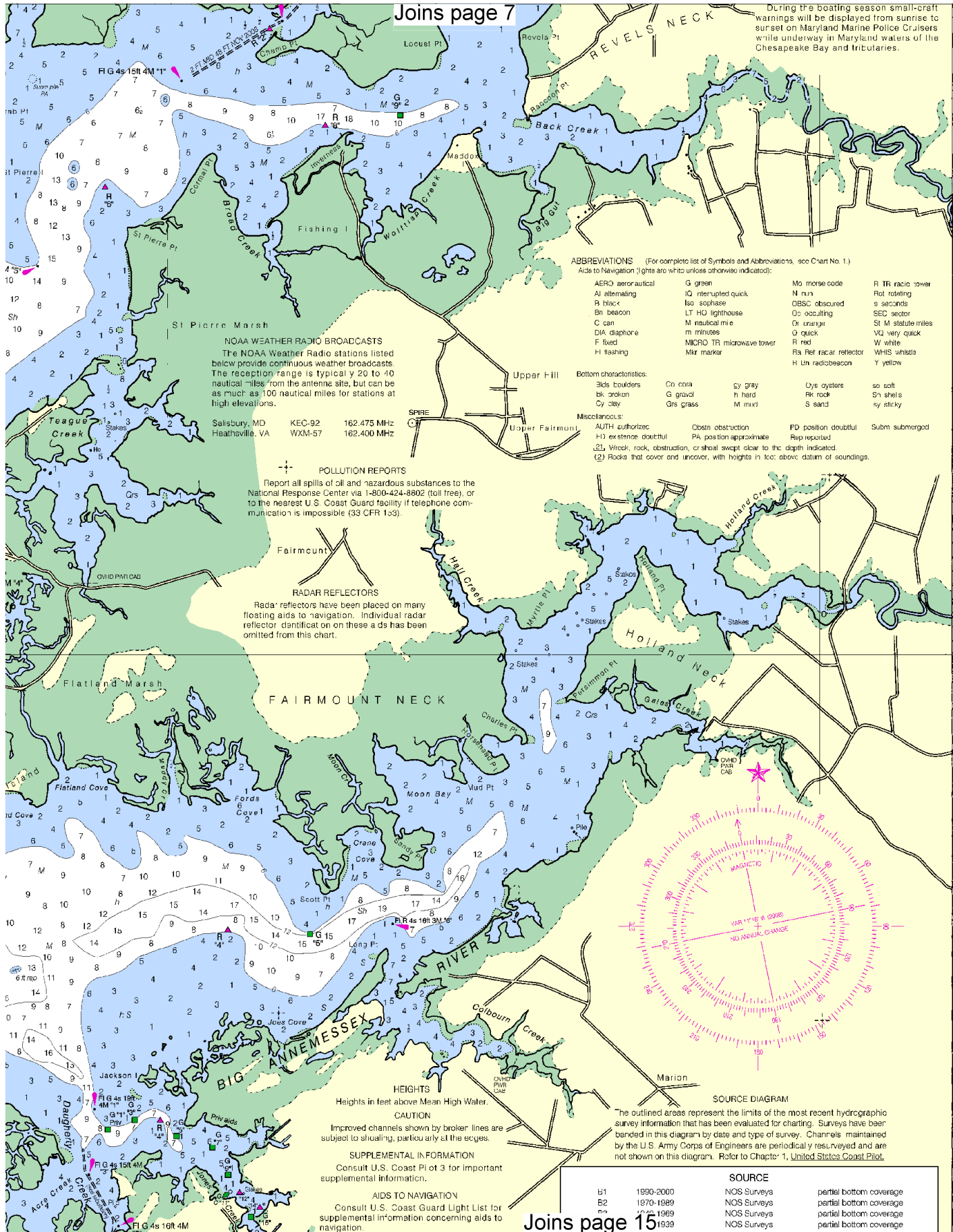
See Note on page 5.

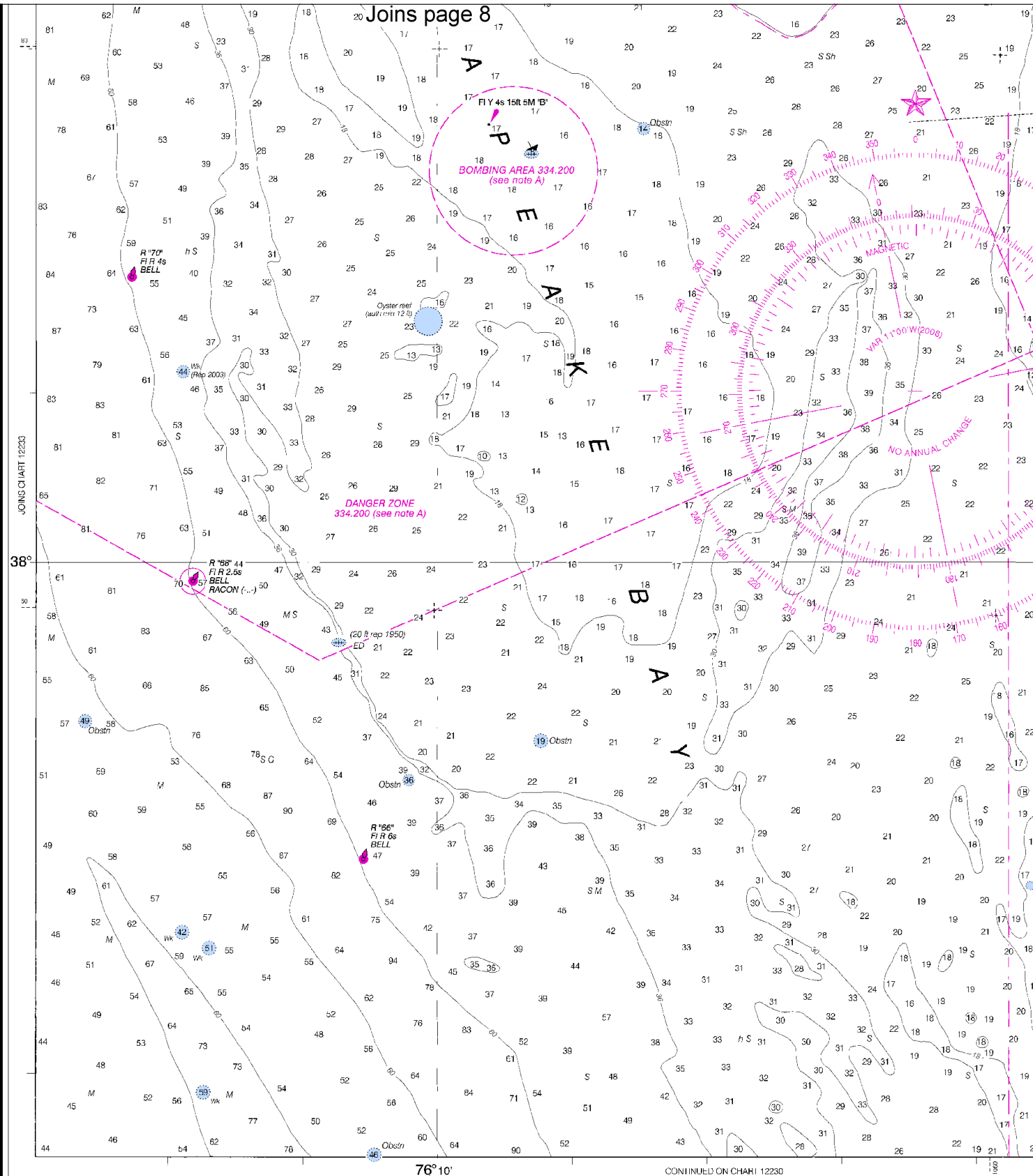






During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.



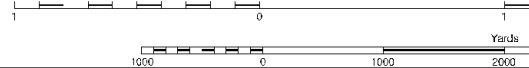


28th Ed., Jun./08 ■ Corrected through NM Jun. 7/08  
Corrected through LNM Jun. 3/08

12231

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SCALE 1:40,000  
Nautical Miles

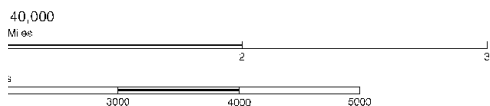
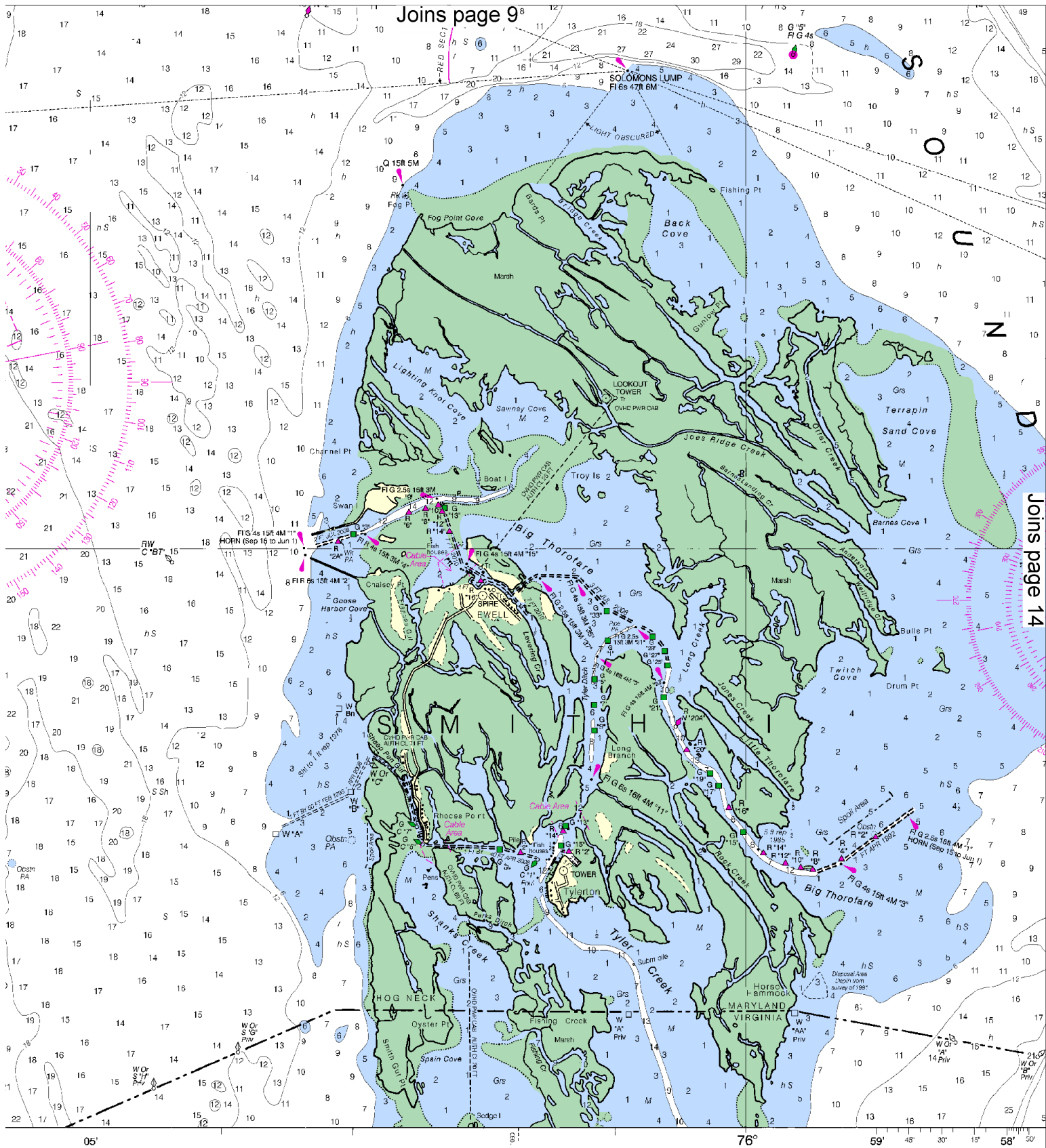


Printed at reduced scale.

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Nautical Miles

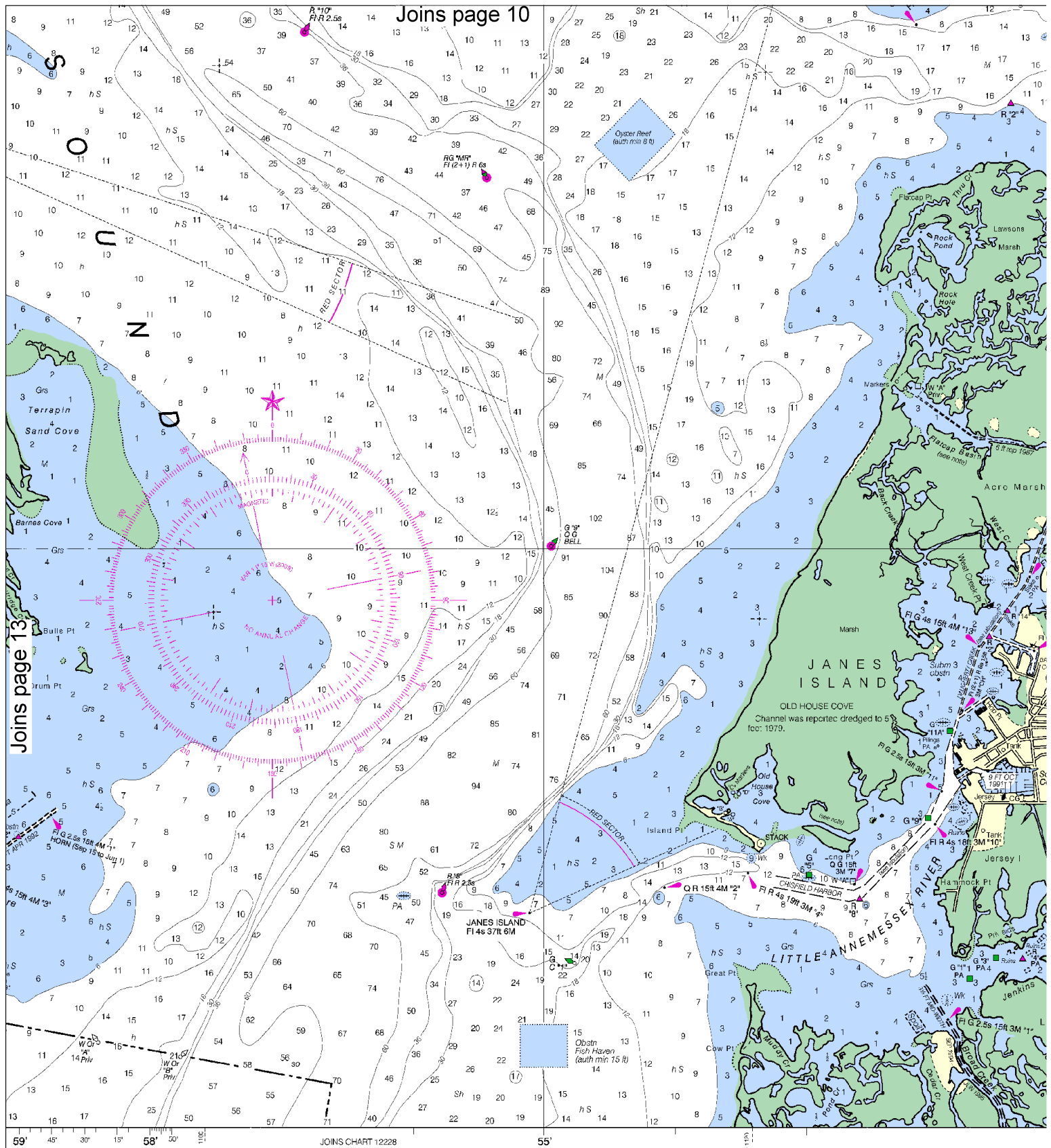
See Note on page 5.





This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



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 NAUTIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

# SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

# 14

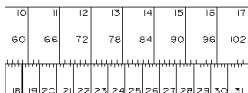
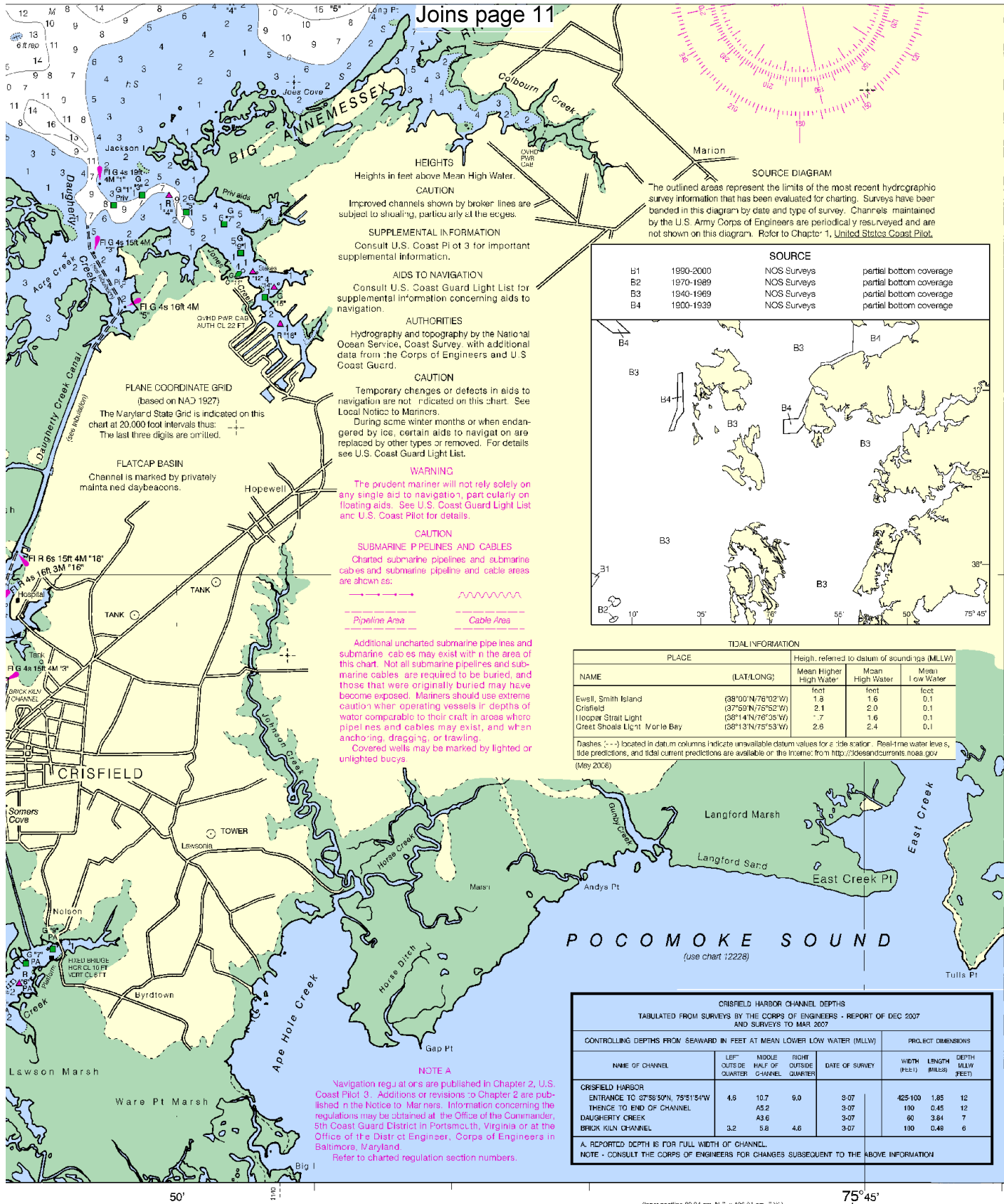


Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





Tangier Sound, Northern Part  
SOUNDINGS IN FEET - SCALE 1:40,000

NSN 7642014010306  
NGA REFERENCE NO. 12AHA12231

ED NO. 28

12231

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Crisfield** – 410-968-0323

**Coast Guard Milford Haven** – 804-725-2125/3732

**St. Inigoes** – 301-872-4344/4345

**Maryland Natural Resources Police** – 410-260-8888

**Virginia Marine Police** – 800-541-4646

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



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